

REMARKS

Reconsideration and allowance are respectfully requested.

Claims 1-8 are pending.

Submitted herewith and under separate cover are certified copies of both of the priority documents GB 0312490.6 and 0315800.3.

A replacement drawing for Figure 1 is attached hereto incorporating the Examiner's suggestion.

Claims 3 and 8 have been amended to overcome the informalities specified in the previous action dated June 2, 2005.

In response to the rejections based on the applicant's own admitted prior art, the applicant traverses these rejections for the following reasons. The prior art discloses fan cowl doors which are openable to provide access to the accessories mounted on the fan casing. These cowl doors are separate and are in addition to the thrust reverser C-shaped doors of the present invention. More importantly, the applicant's prior art does not disclose an openable thrust reverser providing access to the accessories mounted on the fan casing and core engine.

Regarding the rejection to claim 1 in view of PORTE, U.S. Patent Number 6,227,485 (hereinafter called 485), 485 does not disclose a single cover, or thrust reverser unit, that when opened allows access to the accessories mounted to the fan casing and the core engine. However, 485 does disclose both a reverser thrust cover and a turbine cover, both of which are locked together when closed and therefore both the reverser thrust cover and the turbine cover must be unlocked by the locking means shown in figure 4 in order to allow access to the accessories mounted on the fan casing and core engine. Having more than one cover causes complications when opening due to the amount of parts used to secure the covers when closed and the complexity of the opening mechanism. The present invention attempts to avoid these complications.

In response to the rejection to claim 2 as being unpatentable over 485 in view of BUXTON U.S. Patent Number 4,585,189 (hereinafter called 189), there is

no fan containment casing shown in Figure 1 of 189. Figure 1 of 189 shows an engine and nacelle mounted on the side of an aircraft fuselage with the cowling in the closed position. It is not possible for a fan containment assembly to be aft of the fan as suggested in the action under section 12e. Since 189 does not show a fan containment casing, there clearly is no fan containment casing integral with the intake and hence one of ordinary skill would not have applied the teachings of 189 to 485 in order to obtain the present invention's structure.

In response to the rejection to claim 3 as being unpatentable over 485 in view of 189, there is no acoustic panel extending between a downstream edge of the fan containment casing and a leading edge of the intake in either 485 or 189. The term "acoustic" is not recited in 485 or 189 at all and there is no acoustic panel shown in either document. The dotted line in figure 1 of 189 is there to show an inner airwash surface of the nacelle.

In response to the rejection to claim 4 as being unpatentable over 485 in view of 189, fire zones are well known and this claim would be allowable by virtue due to its dependency on claims 1 and 2.

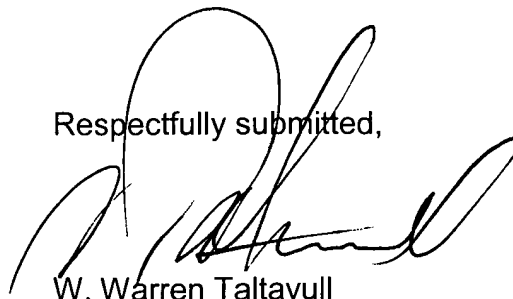
In response to the rejection to claim 5 as being unpatentable over 485 in view of 189, claim 5 has been cancelled.

In response to the rejection to claims 6-8 as being unpatentable over 485 in view of PORTE (U.S. Patent Number 6,334,730), 485 does not anticipate the present invention as illustrated in the arguments above and therefore its teachings would not have been applied to 730 in an attempt to obtain the present invention's structure.

New claims 9 and 10 have been added to further distinguish the present invention from the prior art.

Having addressed all the points raised in the Office action, it is believed that the application is now entitled to favorable treatment and this is earnestly solicited.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'W. Warren Taltavull', written over the typed name.

W. Warren Taltavull

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